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CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

COUNTRY USSR

SUBJECT      Black Sea Hydrographic Information

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## REPORT

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1. Brief: This report includes information on the navigational courses followed by an Italian merchant vessel in the Black Sea as well as additional Black Sea hydrographic data.
2. Black Sea Navigational Courses: The Black Sea courses used by my ship are marked on British Admiralty Charts, #2231 and #2230 [redacted] as follows:  
Course "A" on Chart #2230 is the coastal route between Cape Kaliakra and Burgas followed by [redacted] cargo vessel on its initial voyage from Odessa to Burgas.  
Courses "B" and "C" marked on both charts, were used frequently on voyages between Odessa and Burgas.

25X1

Course "D", shown on both charts, was used between Odessa and the Bosphorus.

It should be noted that courses "B", "C" and "D" are continuous from Chart #2231 to Chart #2230.

On the initial voyage from Odessa to Burgas, a Soviet pilot boarded the vessel off Cape Kaliakra and guided the ship along course "A". On subsequent voyages there appeared to be no reason for hiring the services of a pilot, first, because of the excessive expense involved and second, because the course had been copied down on a chart during the initial voyage and could be easily followed on all subsequent voyages. Later the more direct routes shown as courses "B" and "C" were used. It is noted that the water area between course "A" and course "B" marked "mines" on

## NAVY review

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- 2 -

Chart #2230 is listed by Soviet officials as a restricted area. The reason for this restriction was unknown to me, however, the general opinion seemed to be that the area was still infested with World War II mines. A similar restricted area exists opposite the entrance to Burgas Harbor. Once again the word "mines" has been marked on Chart #2230 to show the location of this area.

- 25X1 3. Course Convergence: [redacted] all vessels traveling between Odessa and points to the south and southeast seemed to converge on a point a few miles directly east of Cape Fontana. No explanation was advanced for this fact, but it might possibly have been caused by vessels taking advantage of the navigational aid furnished by the radio beacon at Cape Fontana. The possibility remains, however, that this course convergence may have been necessary in order to avoid restricted or "mined" areas further to the east and northeast of Cape Fontana.
4. New Light Buoy: The obstruction listed on Chart #2230 at approximately 46°4.5' N. and 30°49.6' E. is now marked by a buoy flashing a red light every three seconds.
- 25X1 5. Navigational Land Marks: [redacted] three structures [redacted] appeared to be oil well derricks along the coastline just north of Cape Kaliakra. [redacted]
- 25X1

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